



**Virginia Clean Cities
Hampton Roads Clean Cities Coalition
Monthly Status Report – May & June 2006**



Dear Clean Cities Stakeholder,



A 20% blend of soy biodiesel is now powering diesel vehicles at the Navy Exchange in Tidewater. That's because the Navy Exchange Service Command (NEXCOM) through coordination with the Regional Transportation Office has converted above ground storage tanks and dispensing systems at Naval Station Norfolk and Naval Air Station Oceana for receiving and selling B20. The facilities will be open seven days a week, offering the fuel for sale to the fleet and the general public.

The biodiesel pumps are a continuation of the NEXCOM's efforts to help DoD and the Navy meet its objective of reducing the reliance on petroleum and meet the requirements of Executive Order 13149. This effort is especially supportive of the Assistant Secretary of the Navy's Environmental Policy Memorandum 05-01 of January 18, 2005 which states that: "all diesel vehicles, not specifically exempted, shall operate on biodiesel fuel."

The NS Norfolk facility began dispensing Biodiesel on June 6, 2006 and the NAS Oceana facility began on June 19, 2006.

Both facilities are located behind the fenceline perimeter of the base, however, anyone who can gain access to the base may purchase B20. There is no restriction of sales to non-military persons when selling alternative fuels. You can pay at the pump, pay inside, cash or credit is available, just like other gas stations.

Items of interest this month:

- Clean Cities Congress & Expo–Presentations Now Available
- Hampton Roads Clean Cities on WHRV Hearsay with Cathy Lewis!
- Biodiesel Pilots in Public Schools Rising
- NREL interim report on buses operating on B20
- Worldwatch Institute Report Published on Biofuels
- Propane Making A Comeback
- Virginia Farmer & Small Producer Biodiesel Workshop
- Honda America Announces 2006 GX Prices
- Toyota reaches cap
- NGVs are Eligible for DERA Funds
- Plug-in Partners
- Odyssey Day–We Need Your Help!
- Sign up for NAFTA eNews
- Funding Approval for Biodiesel Marquee Fleet Project
- Diesel Fuel vs. CNG Price Comparison–Virginia Beach Public Schools

CLEAN CITIES CONGRESS & EXPO 2006



Coordinators of the newly formed
Clean Cities East Coast Region

This years Clean Cities Congress was arguably the biggest and most comprehensive alternative fuel vehicle show in the country.

With 940 cars per 1000 people in the United States, and the consumption of 21 million barrels of oil per day, 636 million per month, and 7.6 billion barrels per year, many speakers agreed that something needs to happen.



Miles ZX40 Low Speed All-Electric



Honda Civic GX



Chevy Avalanche E85



Honda FCX – Fuel-Cell Car

Download presentations here: <http://www.afvi.org/PhoenixCongress2006/presentations.html>

HEARSAY WITH CATHY LEWIS INTERVIEW

On Thursday, June 29, the focus of HearSay with Cathy Lewis was alternative fuels. Cathy and guests Paul Roberts, the author of *The End of Oil: On the Edge of a Perilous New World*, Al Christopher, Executive Director of the Virginia Clean Cities, and Daniel Kammen, Director of the Renewable and Appropriate Energy Laboratory at the University of California, Berkeley, talked about the future of alternative fuels.

Listen here: <http://www.whro.com/home/publicradio/whrv/localprogramming/hearsay/2006/June/062606-062906.htm>

INTEREST IN PUBLIC SCHOOLS TO CONDUCT BIODIESEL PILOTS RISING

Rising fuel prices, lower emissions, good for the country, energy security, it's the right thing. These are just a few of the reasons that public schools are taking a second look at alternative fuels. Information on biodiesel is by far the most popular request Clean Cities has been receiving.

Williamsburg-James City County Public Schools began a B-20 pilot program on May 25, 2006. They are currently operating 50 school buses and 1 maintenance vehicle during the test period, which will end around August 10, 2006. W-JCC Schools have pumped in excess of 20,000 gallons of B-20 and have driven around 98,000 miles with no reported problems with the pumping system or on the school buses/truck. Earl Tyler, Director of Transportation, confirmed a plan to convert their entire fleet of 134 buses to B-20 in time for the start of school in September 2006.

Gloucester County started a pilot program of 10 school buses the first of March 2006. The program was evaluated at the beginning of May and again in late June. No



problems have been documented thus far, and the drivers report that their buses seem to run smoother, are easier to start and produce less "smelly" emissions. Roger Kelly, Director of Transportation, reported the fuel economy has remained unchanged and they have not experienced any filter clogging problems to date. Since the start of the pilot, these ten buses consumed over 4,700 gallons of biodiesel and accumulated over 43,700 miles. By the middle of August, the plan is to switch the entire fleet of school buses (123) and all other diesel run school vehicles to Biodiesel.

NREL INTERIM REPORT ON BUSES OPERATING ON B20

Interim Review Summary Released: RTD B20 Transit Bus Evaluation. This study shows a slight decrease in NOx emissions.

Download report here: <http://www.cubiodiesel.org/documents/SkipBusNRELProject.pdf>

WORLDWATCH INSTITUTE REPORT PUBLISHED ON BIOFUELS

The Worldwatch Institute recently published a report titled "Biofuels for Transportation: Global Potential and Implications for Sustainable Agriculture and Energy in the 21st Century."

The summary and full reports are both available on the Virginia Clean Cities website: <http://www.hrccc.org/resources.html>

PROPANE INDUSTRY MAKING STRONG BUSINESS CASE!

The propane industry is now touting a strong business case:

- 1) The infrastructure is inexpensive
- 2) Propane tracks less than gasoline or diesel
- 3) There is now vehicle availability, including a new Bluebird school bus with a 8.1L propane engine and a Roush dedicated propane F-150



A few facts:

- Portland, OR Public Schools operate a fleet of propane-powered school buses that has saved the school district \$155,000 annually since the early 1980s.
- Propane engines produce 60 percent less carbon monoxide, 12 percent less carbon dioxide, and about 20 percent less nitrous oxide than reformulated gasoline.
- Documented engine life of up to three times that of gasoline or diesel engines (spark plugs from unleaded gasoline engines typically have to be replaced after 30,000 miles, but those in a propane vehicle can last 80,000-100,000 miles).

To see the 2006 propane fuel systems product listing, visit: <http://www.txpropane.com/2006propanefuelsystemproducts.pdf>.

For more information about propane, visit <http://www.propanecouncil.org/>. Additionally, HRCCC picked up some fact sheets and case studies at the recent 2006 Clean Cities Congress & Expo. Email us for a copy.



VIRGINIA FARMER & SMALL PRODUCER WORKSHOP – AUGUST 9, 2006, SUFFOLK, VA

Virginia Clean Cities, South Hampton Roads Resource Conservation and Development Council and the Virginia Department of Mines, Minerals and Energy present:

“Farmer & Small Producer Biodiesel Workshop”

Held August 9, 2006 at the
Tidewater Agricultural Research and Extension Center
6321 Holland Road, Suffolk, VA 23437

Agenda

7:30 a.m.	Registration/ Continental Breakfast	
8:30 a.m.	Welcome	Fred M. Shokes – Center Director and Professor of Plant Pathology, Tidewater Agricultural Research and Extension Center, Virginia Tech Joseph H. Barlow – Farmer, Suffolk City Council & RC&D Council Member
8:45 a.m.	Overview	Gene Crabtree – South Hampton Roads RC&D Acting Coordinator
8:55 a.m.	What is Biodiesel/Who uses it/Biodiesel Market Update	Chelsea Jenkins – Hampton Roads Clean Cities
9:10 a.m.	Biodiesel in the Agricultural Community/Legislation	Robert J. Wittman – Virginia House of Delegates Andrew Smith – Virginia Farm Bureau
9:40 a.m.	Oilseed Crops & Markets	Fred Shokes – Tidewater AREC, Virginia Tech Harbans Bhardwaj – Agricultural Research Station, Virginia State University Dave Starner – Northern Piedmont AREC, Virginia Tech
10:20 a.m.	How Biodiesel is Made Safely	CJ Brodrick – Alternative Fuels Lab, JMU
10:50 a.m.	Break	Refreshments provided by Colonial Farm Credit
11:05 a.m.	The cooperative model of Piedmont Biofuels	Rachel Burton – Piedmont Biofuels
11:50 a.m.	Lunch (provided)	Provided by Griffin Oil & Propane
12:45 p.m.	Safety/Byproducts (glycerol discussion)	Lyle Estill – Piedmont Biofuels
1:15 p.m.	Fuel Quality/Fuel Testing	Al Christopher – Virginia Clean Cities
1:30 p.m.	Transitioning Fleets & Equipment to Biodiesel	Chuck McCarty – Alternative Fuels Lab, JMU
1:50 p.m.	Break	Refreshments provided by Colonial Farm Credit
2:05 p.m.	Panel Discussion & Q&A	Joseph H. Barlow – Farmer, Biodiesel User Granville Maitland – Farmer, Small Scale Biodiesel Producer & User Al Christopher – Biodiesel Distributor, Kilduff Oil Christopher Pond – Biodiesel Distributor, Griffin Oil & Propane Bob Oldham – Small Scale Biodiesel Producer & User
3:05 p.m.	Closing Remarks	Chelsea Jenkins – Hampton Roads Clean Cities
3:15 p.m.	Adjourn	

Find more info about our upcoming biodiesel workshops here: <http://www.hrccc.org/biodiesel.html>

Virginia Clean Cities, South Hampton Roads Resource Conservation and Development Council and the Virginia Department of Mines, Minerals and Energy presents...



Farmer and Small Producer Biodiesel Workshop

Wednesday, August 9, 2006

8:00 am – 3:30 pm

Tidewater Agricultural Research and Extension Center

Holland, Virginia



Participants Will Learn:

- o What is biodiesel?
- o A biodiesel cooperative model
- o Oilseed crops & markets
- o Is it safe to use in my tractors?
- o Transitioning fleets to biodiesel
- o Biodiesel legislation & funding opportunities
- o How to make quality biodiesel on a small scale safely
- o How to test my fuel
- o Is it commercially available?
- o Testimonials from farmers/biodiesel small-producers

Griffin Oil & Propane will provide a light breakfast, lunch & refreshments.

Complete, detach & return to address below with payment

BIODIESEL WORKSHOP REGISTRATION FORM

Name: _____

Address: _____

Phone No: _____

Fee: \$10 per person Amount enclosed: _____

Make checks payable to:

South Hampton Roads RC&D

Mail To: South Hampton Roads RC&D
203 Wimbledon Lane
Smithfield, VA 23430

For more information call: 757-357-7004 x6 or 757-547-7172 x3



Biodiesel Workshop

August 9th, 8:00 am

Tidewater AREC

Holland, Virginia

Registration fee: \$10/person



South Hampton Roads
Resource Conservation &
Development Council



HONDA AMERICA ANNOUNCES 2006 GX PRICES

Honda Motor Co. unveiled the completely redesigned 2006 Honda Civic GX at this year's Clean Cities Congress. The 2006 Civic GX, is a five-passenger vehicle whereas the 2005 was designed for four. Estimates for city/highway fuel economy are 28/39 miles per gasoline-gallon equivalent. The 2006 GX is now on sale with an MSRP of \$24,440. Currently natural gas is approximately 30 percent less expensive than gasoline when purchased at a refueling station, and approximately 65 percent cheaper than gasoline when supplied by a home refueling appliance. The 2006 Civic GX owners also will be eligible for a Federal tax credit of \$4,000 for the car and up to \$1,000 for the purchase and installation of 'Phill.'

Honda is the only U.S. automaker to offer a natural gas-fueled passenger car. Proclaimed the "Cleanest internal combustion engine on Earth" by the Environmental Protection Agency (EPA), the GX is the only vehicle certified by EPA to meet both Federal Tier 2-Bin 2 and Inherently Low Emission Vehicle (ILEV) zero evaporative emission certification standards. Equipped standard with a 5-speed automatic transmission, the 1.8-liter, 4-cylinder engine delivers 113 horsepower and 109 ft-lbs of torque, both an increase of more than 10 percent versus the previous model. The 2006 Civic GX will be assembled in East Liberty, Ohio.

Destination and handling charges for all 2006 Honda vehicles are \$550. For more information, contact Honda's Barry Carr at 315/278-2061 or bpcarr@homeland-energy.com.

Important note: If you own or manage a fleet and are considering buying a natural gas vehicle, please contact HRCCC for an opportunity to borrow the new 2006 Honda GX.

TOYOTA IS ON TRACK TO REACH TAX CREDIT CAP

The tax credit offered for hybrids as part of last summer's energy bill stipulates that once a manufacturer has sold 60,000 eligible vehicles, the credit will begin to be phased out for that manufacturer. That's not 60,000 per year, it's a total, and it refers to all models combined. Once a manufacturer hits the cap, you'll have anywhere from 3-5 more months to get the full credit, then the phase-out begins – 6 months at 50% credit and 6 months at 25% credit. So, if you're thinking about taking advantage of this credit with Toyota (and possibly Honda), head to the showroom early, and ask the dealer to confirm that you will be getting the full tax credit before you buy.

Worldwide, more than 470,000 hybrids have been sold to date.

Estimates of credits for various hybrid models: <http://go.ucsusa.org/hybridcenter/incentives.cfm>

NGVs ARE ELIGIBLE FOR DERA FUNDS

NGVAmerica has had inquiries about whether or not NGVs are eligible for funding under the federal Diesel Emission Reduction Program (DERA). Their answer—YES. DERA funds can be used for: replacement, retrofits and repowers, to cleaner fuels all of which are activities that can be accomplished with NGVs.

For more information about the Diesel Emissions Reduction Act of 2005 (an amendment to the Energy Bill that would provide funding to cut emissions from high-polluting diesel engines), visit: http://www.ucsusa.org/clean_vehicles/big_rig_cleanup/diesel-emissions-reduction-act.html

PLUG-IN PARTNERS

Plug-In Partners is a national grass-roots initiative to demonstrate to automakers that a market for flexible-fuel Plug-In Hybrid Electric Vehicles (PHEV) exists today. The National Campaign will demonstrate the viability of this market by:

- Garnering support in the form of online petitions and endorsements by cities across the country
- Procuring “soft” fleet orders
- Developing rebates and incentives



Who Are “Plug-In Partners”?

The partners envisioned in this campaign are local and state governments, utilities, and environmental, consumer and business organizations. These entities can become a Plug-In Partner and join the Founding Plug-In Partners in support of the national campaign.

Online Petitions

All Plug-In Partners are invited to participate in petition efforts. Petitions are a way for individual citizens and organizations without fleets to make their voice heard in demonstrating a PHEV market among individual consumers. The national campaign will track signatures accumulated from programs across the country through reporting to the Plug-In Partners web site. A template petition form is provided in the Plug-In Partners Packet.

“Soft” Orders From Government and Business

A template “soft” fleet order form is provided in the Plug-In Partners Packet. The Plug-In Partners National Campaign will track vehicle commitments through a Reporting option, so to be added to this web site. This will allow us to present automakers with a “soft” order for sedans, vans, SUVs and other vehicles by specific governmental and business entities. Those making fleet order will agree to strongly consider purchasing flexible fuel plug-in hybrids if they are manufactured. There is no financial commitment involved in making a “soft” fleet order.

Endorsements

Endorsements also lend a voice by demonstrating organizational support for the commercial production of PHEVs and promoting plug-ins to its membership.

An endorsement could be several forms:

- City Council or County Court resolutions
- Legislative resolutions
- Statements of support from local or national environmental, consumer or other groups

Endorsements will be reported to this web site, where a list will be maintained along with membership totals of the endorsing organizations. To date, the production of flexible fuel PHEVs is widely supported by a large number of national groups—environmental and consumer—as well as groups focused on the national security and economic viability of our country.

Virginia Clean Cities is helping to spread the word about the Plug-in-Partners National Campaign. We have a packet of information that includes information about building a market for gas-optional flexible-fuel hybrids, plug-in hybrids, city/county resolution drafts, PHEV community petition, PHEV soft fleet order form, and campaign plans for various entities. If you would like a copy of the packet, or to learn more about the Virginia campaign, email us at info@hrccc.org.

More information can be found at: <http://www.pluginpartners.org/> or <http://www.hrccc.org/resources.html> (under the hybrids section)

ODYSSEY DAY – WE NEED YOUR HELP!



The National Alternative Fuels Training Consortium is coordinating a national day that will feature regional events to showcase cleaner, more energy efficient choices in transportation. Because the Hampton Roads Clean Cities Coalition supports the use of alternative fuels, alternative fuel vehicles, and advanced technology vehicles, we have partnered with New West Technologies and signed on as a Participating Site for this event. The event is called National AFV Day Odyssey, and will be held on the afternoon of October 12 or 13, 2006. The event's goal is to build awareness and enthusiasm for alternative fuel vehicles. The DOE and EPA are supporting our cause, and we are coordinating Virginia's event. We invite you to be part of our region's event.

Events are planned in Harrisonburg by James Madison University, in Washington by the General Services Administration, and in multiple locations throughout Virginia by HRCCC. The Arlington County Fleet received an award from Virginia Clean Cities last year for its use of biodiesel blends fleet-wide, so Northern Virginia was a natural choice for a location for the big event.

As we currently envision the Northern Virginia event, we are hoping to have several local officials speak, and also have displays of AFVs, ranging from cars and trucks up to school and transit buses. We thought we'd actually set up several "stations", where experts could explain to folks how a particular type of AFV differs from a conventional vehicle. We're also planning to have someone explain how drivers can get better fuel economy from their own conventional vehicles, and we may also have FlexCar and ZipCar discussing their alternatives to conventional vehicle ownership. In addition to local fleets and coalition stakeholders, we'd be inviting a number of local high schools too, in order to help educate the next generation of drivers.

We are hoping to kick off the event with two alternative fuels convoys, one coming up from Hampton Roads (and meeting up with a convoy in Richmond) and one coming down from Baltimore and Annapolis. (That's why we're looking at a Thursday or Friday afternoon event, probably around 1pm – it would allow the Hampton Roads folks contingent time to have a kickoff event in the morning and get to Northern Virginia in the afternoon.) If you own an AFV, or have some in your fleet, we would love for you to participate in our convoy, and attend the Northern Virginia event. If you do not have access to an AFV, but would like to set up a display at the Northern Virginia event, please contact us. We also welcome any ideas or comments.

More information about the National event can be found here: <http://www.nationalafvdayodyssey.org/>

SIGN UP FOR NAFTC ENEWS

The National Alternative Fuels Training Consortium offers a monthly collection of highlights from the alternative fuels and advanced technology vehicle industries. To sign up, visit their website at: www.naftc.wvu.edu.

SIGNIFICANT FUEL PRICE SAVINGS DURING MONTH OF MAY FOR VIRGINIA BEACH PUBLIC SCHOOLS

HRCCC calculated the average fuel cost for Virginia Public Schools diesel and CNG buses. Their average for diesel fuel was \$2.51/gallon. The average price paid for CNG during May was \$1.40! Over a dollar per gallon in savings!

FUNDING APPROVAL FOR BIODIESEL RETAIL INFRASTRUCTURE AND MARQUEE FLEET PROJECT

Virginia Clean Cities just received word that the Virginia Department of Mines, Minerals and Energy and the Virginia Soybean Association will fund the “Biodiesel Retail Infrastructure and Marquee Fleets” project we proposed a few months back. This project aims to offer economic and other incentives to encourage more widespread introduction of public retail and commercial biodiesel fueling infrastructure and to prepare for and encourage the introduction of biodiesel blends to marquee fleets that can serve as public examples and attract news coverage. This project will capitalize on currently favorable market conditions to promote biodiesel to a much wider Virginia audience of potential users, both by improving the availability of the fuel and by generating favorable free news coverage of the new public biodiesel pumps and high visibility fleets.

Calendar

August 9	Virginia Farmer and Small Producer Biodiesel Workshop – Suffolk, VA
October 12-13	AFV Day Odyssey – Locations throughout Virginia
October 19-20	Virginia Agricultural Summit, Institute for Advanced Learning and Research, Danville, VA Registration for agricultural producers is \$35, all others is \$75 by October 4. After October 4, registration is \$50 for agricultural producers and \$100 for all others. For more information, visit www.agsummit.com or contact Brenda Fleming at 804-290-1155 or Brenda.fletming@vafb.com

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